

Indian Gunblers and Jockeys.

All Indians after a while become expert card players, and the Flatheads are no exception to the rule. These latter are not afraid to try their skill against the sportsive frontiersman (the northwest, with whom they frequently have long seasons of draw). To these experienced gamblers the local fry are a children. Many a young buck with a inheritance to speak of, has enriched himself amazingly at the expense of wayfarers who have fallen by the wayside. Some of these youngsters who draw the right card at the right time, have fine large herds of ponies to their credit, in consequence thereof. As jockey riders the Flatheads and their relations have perhaps no equals on earth. Raised as they are from childhood almost on a pony's back, so to speak, it is no wonder they become superior equestrians.

When preparing for a race, the young bucks skin themselves of their clothing so as to present as little resistance to the air as possible. A Flathead jockey mounted for business, is dressed in nothing more than a breech cloth, and perhaps, a thin cotton shirt, which floats in the breeze but offers no impediment to rider or horse. Leaning forward on their hardly little cayuses they dash down the race-course like the wind, jumping ditches and dodging trees with a precision and skill truly marvellous. The white man's race-course is a flat, level stretch of ground, rolled smooth, over which the animal simply runs, while the Flathead has nothing much to do except hold his seat. On the other hand, an Indian will race over any kind of ground, a among timber or swimming stream combining with the simple speed of his animal, individual skill and judgment in surmounting a score of obstacles and always coming under the wire ahead. A white man seldom wins a race from an Indian, and there is no wonder for it.

The Amount of Rain Water.

Let us see what amount of rain water three inches of rainfall represents on an acre of ground. 6,272,640 square inches in an acre—One inch of rain would represent the same number of square inches. In a cubic foot there are 1,728 inches. An inch of rain falling upon one acre is equivalent to 3,630 cubic feet. The weight of a cubic foot of water is 62½ pounds. Two thousand pounds make a ton. It follows from the premises, that an inch of rain falling upon an acre of ground will weigh 228,975 pounds, which is the equivalent of 113 tons and 875 pounds to the acre. Three times this amount gives 346 tons and 625 pounds to the acre. In some hard rainstorms an inch of rain will fall in two or three hours. We have known an inch to fall in an hour. The impact of 113 tons of water on an acre, falling suddenly, is very great. That is what packs the land so hard. A gentle rain or mere drizzle is always more beneficial to the land. It makes muddy streets, while a hard rain washes them clean. The farmer is glad to get twenty inches of rain for the season. But this is more than 2,500 tons of the acre. It is this quantity which fills up the springs and the sources of the rivers and keeps them alive during the long dry summer. There will be thirty inches or more in an extreme wet winter. Any one can figure out on the data here given what proportion that will give to an acre of ground.

Something About the Bicycle.

"You might think that only the legs would be exercised by riding a wheel, but it is a fact that a beginner feels the effects first in his shoulders and back. The muscles of the trunk, particularly about the sides and abdomen, are also used a great deal. Although the action of the legs appears to be similar to their action in walking it is fundamentally different. In the walk the feet are placed one in front of the other and the body is brought into play. You can work those muscles by riding on your toes, but in walking they are not exercised. The speed attainable on ordinary roads in a ride of four or five hours, taking it comfortably and not trying to make a record, will average about eight miles an hour. It is a good horse that will keep up that gait. Expert riders can out-travel any horse that ever wore shoes in a twenty-four hour journey, but that, of course, is a feat of endurance. For practical, reasonable travel, the bicycle is superior to a horse on good roads, and is by no means a plaything or an athlete's apparatus. It is a business and pleasure vehicle, and ought to be so considered in the first place."—A. M. K. in Boston News.

Portland Cement.

Portland cement is an artificial material, chemically prepared by the process of selecting of the material entering into its composition. These, whether of clay, as in England, marl or clay, as in Germany, or hydraulic limestone, as in this country, are, in every case, reduced to a fine powder by action of dry or wet grinding and then pressed into hard, smooth, dry cylinders, in the form of which they are sold. These cylinders, when packed in bags, are known as "portland cement," and are used for all purposes of construction. The artificiality of the material, and its high strength, make it a very valuable material, and it is used in the construction of all kinds of buildings, bridges, and other structures. It is also used in the construction of roads, and in the construction of ships.

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